

STATINTL

The Washington Merry-Go-Round

Alton Jones Cash Stirs Speculation

By Drew Pearson

Chief subject of conversation in the Nation's Capital recently is what Alton Jones, head of Cities Service, was doing with \$61,000 in cash and traveler's checks while en route to visit his old friend Dwight D. Eisenhower at Palm Springs, Calif.

No one really believes the alibi that Mr. Jones liked to have cash on hand to buy antiques. After all, Mr. Jones, as wealthy as he was likable, carried an airline credit card together with other ample means of credit and was able to sign checks for anything he wanted. He could have traveled all over the United States without five cents in his pocket.

Many people have wired or written me to remind that Mr. Jones was a contributor to the upkeep of the Eisenhower farm in Gettysburg. They point out that three men—George Allen, Billy Byars, the Texas oilman, and Alton Jones, the East Coast oilman—regularly made up the deficit for Ike's farm and that the last executive order signed by Gen. Eisenhower permitted Cities Service, hitherto without a residual oil import quota, to import residual oil at the rate of 3000 barrels a day.

This is all true. But Jones

always paid his share of the Gettysburg farm deficit by check, not cash, and I am quite sure he would not start making such payments in cash today.

On the other hand, a very hot political campaign is just beginning in California—the race for Governor. Richard M. Nixon is the No. 1 Republican challenger to unseat Gov. Pat Brown, Democrat, and upon this race depends Nixon's political future. If he wins, he is certain to run for President either in 1964 or 1968.

Cash contributions are frequent in campaigns of this kind, especially from big oil companies. But you can be sure that there will be no probe of who was to get the \$61,000 which the genial, likable Alton Jones was carrying in his brief case.

Amateurish AAU

The American Athletic Union, which tries to wrap a cloak of pristine purity around amateur athletes in the United States, is now trying to wrap the same cloak around European college athletes. In so doing, the AAU has put such a clammy hand on an important people-to-people friendship project that it may be ruined.

Some months ago, energetic Abe Saperstein of the Harlem Globetrotters, who have done so much to build good will abroad, proposed a new goodwill trip. Abe invited college basketball players from 10

European countries to make a three-week tour of the United States to play against the Globetrotters.

The Fédération Internationale de Basketball Amateur (FIBA) was delighted to give its approval. It was agreed that the European college players would only get their traveling expenses plus pocket money of about \$5 per day—which certainly was not a salary and couldn't impair their amateur standing.

Then suddenly the AAU stuck out its clammy, obstructive hand. It ruled that the European basketballers could not play against the Harlem Globetrotters, a professional team, on United States soil without losing their amateur standing.

Just what the AAU has to do with the amateur standing of European athletes is yet to be explained. And when this writer asked that question of James F. Sims of the AAU in New York, Mr. Sims had no adequate answer. But he didn't remove his objection to this people-to-people athletic program.

Just how amateurish can you get?

Planning Auto Pools

Newest and most beautiful Government building is that erected for Central Intelligence on the banks of the Potomac.

It sits on the old Joe Letter summer estate developed by the Chicago grain king who

once cornered the grain market, and looks down on a picturesque gorge of the Potomac. Nothing has been forgotten in the construction of this elite "spy center" whose officials had charge of the U-2 flights over Russia, the abortive invasion of Cuba, and which masterminds American intelligence and espionage around the world. Allen Dulles himself had a hand in the planning.

But one thing is missing—enough parking space. CIA planners estimated that their building would need about the same amount of parking space as an ordinary Government building. What they forgot was that the CIA is located 15 miles up river from the center of town. Therefore everyone has to drive. Once they arrive, however, there is no place to park.

As a result, most bureaucrats have to bring their own staffs. Every morning they have to round up secretaries, stenographers, administrative assistants, pile them in a car and drive them to work. Then at the end of the day the bureau chief has to taxi them back home.

No wonder the CIA hasn't had time for any more invasions of Cuba. Even Khrushchev can be fairly safe about any more U-2 flights over Russia. The planners at CIA are just too busy planning auto pools.

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